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The Outlook

Having "supped full of horrors," with very little else in the bill of fare at that or any other meal for many years, the City has taken the bad news of the past week with its usual jaded indifference. Karl's escapade produced hardly a ripple in markets during the few hours in which it was the chief headline, and the resignation of Dr. Wirth was accepted philosophically both in Capel Court and in places where they deal in foreign exchange. Nevertheless these political alarms and excursions are a terribly stiff obstacle in the way of that return to confidence in stability which is essential to trade revival. Governments make pathetic efforts to stimulate industry by providing credits and guarantees, out of which little but muddle and friction is likely to result, while they totally fail to do their real work of getting the world back to peace and sanity in international relations. Irish uncertainties were said to be one of the causes of the prevalent dulness in the City, especially as a possibility of a General Election was said to be mixed up with them. Under the circumstances it was not very surprising to find that the prevalent craving for short-dated gilt-edged securities was more than ever eager and that all the markets which depend for their vitality on active trade, or at least the expectation thereof, were still in a state of languid and dispirited depression.

DEPRECIATED EXCHANGE AND EXPORTS

So much has been said about the advantage alleged to be given to exporters by depreciation of the currency, and of the benefit that Germany is supposed to be deriving from making her money of less value, that it is of special interest to note one of the examples given, in the course of last Tuesday's debate on the Trade Facilities Bill, of British industry's helplessness in the face of foreign competition. For this was a Dutch instance, and Holland's currency has throughout been at a premium. Sir Fortescue Flannery told the House (we quote the *Morning Post*) that "a ship went aground in the North Sea. She was brought off and taken into a Thames dry dock when tenders for repairs were invited. The lowest Thames-side tender was £6,700; a better one, from the North of England, was £5,500, but from Rotterdam a Dutch tender was received for £1,800." The work naturally went to Rotterdam. These facts seem to knock yet another hole in the much riddled bottom of the Safeguarding Industry Act with its provision against competition encouraged by depreciated currency. For here is a case of a tender, from a country with an appreciated currency, offering to do work for a third of the best English bid. Sir Fortescue explained the matter by saying that Dutch labour is paid almost as highly as that in the North of England,

but in Holland the men worked longer hours and were free from many restrictions. Moreover steel from Germany came into Holland at half the price of ours and employers were content with a smaller profit. Exactly—what gave Holland its enormous pull was neither depreciated currency nor low wages, but a good day's work from labour, absence of hampering trade union restrictions, free trade and employers who do not open their mouths too wide.

THE MONETARY PUZZLE

Billbrokers and others who have to guess the probabilities of the money market are faced by an extremely puzzling position. The market at present swamped by new credit created for the Government by the Bank of England against Ways and Means advances largely because the Treasury has not seen fit to offer Treasury bills on a scale sufficient to meet maturities. Each week the amount that it has offered has been more than fully applied for at rates which have now come down to a point which is nearly 2% per cent. below Bank rate. It is thus clear that if larger totals had been put up for tender they would have been easily absorbed at very slightly higher rates—perhaps more easily, because the recent low rates have checked tenders. Consequently the market has been full of bewilderment and gossip because some of its members have concluded—naturally though wrongly—that the Treasury must be deliberately working to make money easy in opposition to the Bank of England's policy of a stern unbending Bank rate. From this conclusion the gossips naturally proceed to the immediate likelihood of a Funding loan or Treasury bonds by tender or a big creation of yearling Treasury bills. There must, they argue, be some reason for this apparently deliberate swamping of the market by the worst kind of inflation, which does not do anybody any good because no one believes in its permanence. In the meantime the position of the clearing banks with the Treasury bill-rate practically at the same level as the deposit rate, is making some of their leaders sufficiently restive to consider, at least, the possibility of reducing the deposit rate apart from any movement in Bank rate.

UNINTERESTING STOCK MARKETS

There has been the usual complaint of lack of business on the Stock Exchange, but investment brokers still find plenty to do, largely owing to a mass of small orders. Owing to the obscurities of the monetary political and international position short and well secured stocks are still the prevalent diet with speculative markets more or less in the dumps. The weakness of Argentine rails was rather marked owing to the difficulties that naturally beset enterprises of paramount public importance managed by foreign boards in the interests of foreign shareholders, and working in a community which naturally looks more closely at the service rendered than at the question whether those who provide it receive fair remuneration for the risks that they run and the use of their capital. These difficulties have lately been brought prominently forward by the reports and meetings of the principal companies, but they are there at all times and will be there until the local public can somehow be interested in the financial prosperity of the railways. Oil shares after being weak, show a slight tendency to rally and mines were quite uninteresting.

PROFESSOR CASSEL'S SURVEY.

A YEAR ago Professor Cassel, already distinguished as an economist, distinguished himself still further by putting a memorandum on the World's Monetary Problems before the Brussels Conference which was generally admitted to be the most illuminating of the many brilliant documents on this subject which were submitted to it. He explained and denounced inflation and the many other evils that war had introduced into the finances of the nations, and gave a clear exposition of difficulties that lay in the way of getting rid of them. He also laid stress on high money rates as a cure for the prevalent ills—a somewhat doubtful prescription at a period of rampant rise in prices followed by a catastrophic fall. When such a rise is in progress speculators are not going to be restrained by the rate that they may have to pay for loans; when the fall is so headlong that goods are unsaleable, their holders must have credit, whatever its price, if they are to avoid insolvency. So at the period for which he was prescribing Prof. Cassel's remedy could only be effective if it was applied in doses, and with a strength, that might have seriously, perhaps permanently, damaged the patient's constitution. He also in his first Memorandum developed a new principle in calculating the true parity of rates of exchange, based on the purchasing power of currencies in the two countries concerned. Since it is impossible to know, with any approach to accuracy, what the real purchasing power of currency of a country is at any given moment (as is shown by the controversy which has long raged concerning the value of the Labour Ministry's Index Number of cost of living), this new purchase power parity is evidently a shifting quicksand on which to base inferences concerning the true rates of exchange.

In the second Memorandum lately presented to the League of Nations and published in the *Manchester Guardian Commercial Supplement* of last Thursday, Professor Cassel reviews the situation as it has been altered by the tremendous fall in prices which has taken place between May, 1920, and May, 1921. This fall, with all its consequences in trade depression and unemployment, the Professor appears to ascribe to a deliberate policy of deflation carried out especially in America and this country. A striking feature in his memorandum, however, is the absence of figures illustrating the extent of reduction in the volume of monetary units, which he describes as one of the means by which deflation is carried out. If the Professor had gone more deeply into the figures of the matter he believe that he would have found that, at least in this country, the monetary unit that is represented by banking deposits, as far as it can be ascertained from the available banking figures, has actually been increased during the period that he reviewed; that the total deflation both here and in America has been on a quite trivial scale as compared with the fall in prices, and that it had not shown itself appreciably when the fall in prices began. He himself admits that many other causes have contributed to the fall and to the consequent depression, such as the state of Central Europe, ill-advised Protectionist measures adopted by many Governments, including our own, and the reduction in saving power, in this and other countries; and he states that the decrease in purchasing power has not accompanied the fall in prices in the same way as the preceding rise was accompanied by its expansion. In other words he practically gives away his own case. The fall in prices has been largely due to political and psychological causes, and Professor Cassel, by ascribing it as he appears to do, almost entirely to deliberate deflation carried out by monetary authorities, greatly weakens the conclusion that he bases on this very flimsy foundation that a certain inflation is now a remedy for the state of affairs the causes of which he traces with so questionable a line of argu-

ment. The real difficulty that now faces the industrial world is that of finding solvent customers and of producing goods at prices that they can pay. If such customers can be found, and goods can be turned out on these terms, there is plenty of credit to be had without deliberately starting a process the dangers of which are very clearly stated by the Professor. It is certainly true that the efforts made by America in the direction of deflation have made it more difficult for other countries to restore their exchanges to anything like the pre-war relation to the dollar; but it is equally true that if all the needy Governments of Europe, including our own, were to adopt Professor Cassel's remedy and set the printing press and the banking machinery to work to produce new buying power, the consequent confusion in the exchanges would be likely to postpone still further the day of "stabilization" which it is his desire to secure. He says much that is interesting on the subject of the gold standard, though he seems to be needlessly fearful of a scramble for gold if any attempt were made to restore it generally; and he deals with the question of reparation and inter-allied debts in a broad-minded spirit, the growth of which, in practical as well as theoretical circles, is now one of the most hopeful signs on the financial horizon. He does not admit the absurd contention that it must be bad for a country to receive a payment, but he shows that the difficulties and uncertainties caused by these huge obligations are a strong argument in favour of their revision. He concludes, with almost touching faith, by proposing to refer the whole international problem, "as far as it involves purely monetary questions, to a small committee of experts." How long would it take to agree and how many countries would carry out its recommendations?

TRANSPORT AND CREDIT

BY SIR WILLIAM ACWORTH

SCHEMES for promoting consumption at home have one obvious advantage over artificial foreign credits, that we can take it for granted that the English customer is and will remain solvent. Can the State, in finding money to assist private enterprise at the present juncture, count on receiving interest on such money as it may advance on loan, and on securing by way of indirect public benefit a full return on any capital which it may provide as an out-and-out grant? There is good reason to think that in one field—that of transport, taken in its wide sense as including, for instance, electricity and telephones—it could do so. An expert Committee reported during the war that in Lancashire the average charge for electricity per unit was 1½d., while on the North-East coast it was ¼d. But in Lancashire the electricity was supplied by 23 independent authorities, while the whole North-East district was supplied by one single undertaking. The Committee pointed out the enormous advantage to be secured by the substitution of a few super-power stations for a mass of disconnected local plants. London is a worse case even than Lancashire. We are served by 70 different authorities who "own some 70 generating stations, with 50 different types of system, 10 different frequencies, and 24 different voltages."

Cannot we set to work at once to sweep away this antiquated lumber? That there would ultimately be a commercial profit in so doing, no expert doubts. The commencement of two or three big schemes would give employment at once to thousands of men in the building trade, in the iron and steel trades, to say nothing of the electric trade proper in all its ramifications. With orders on a bold scale prices would drop at once. When works are busy they can afford to quote prices vastly lower than the minimum which will cover their costs when they are working half time. If the Government borrowed money at 5½ per cent. and advanced

it at 4 per cent., would the country really lose in the long run? Take again the question of telephones. Thousands of customers continue to wait for telephone connections which are not made. Instruments, we are told, cannot be supplied in sufficient numbers. Is it not possible to do this development work at somewhat higher pressure? Even though the cost of a telephone instrument made in an emergency factory be two or three times the pre-War cost, will not the indirect gain in greasing the wheels of trade be vastly greater than the direct loss?

Let us turn to matters on a larger scale, the transport industry proper. Till within the last few years we have gone on the theory that, if a man travels or sends his goods by road, the public will provide the road gratis, and he need only supply the vehicle; if, on the other hand, he travels or sends his goods by rail, he must pay for the road as well as the vehicle. On the face of it, this seems hardly logical. In recent years we have, it is true, imposed taxation on those road users who employ mechanical transport. But out of the £50,000,000 a year that road maintenance costs, the motor taxes even now bring in less than one-fifth. The users of the railways are charged twice what they were before the War, and even then it is doubtful whether their payments will suffice to keep the railway undertakings solvent. It is quite certain that the railways have at present no margin that can be applied to new development. Might it not pay to provide railroads, in part at least, at public cost? The need for railway improvements is admittedly urgent. There are half a dozen definite schemes for electrification of suburban lines, and in certain selected cases of main lines also, worked out in detail and ready to be put into effect. They are commercially sound; but are pigeon-holed because the companies cannot face the expense. In all directions new expenditure needs to be incurred to meet the shifting of traffic due to the dislocation of trade that has followed the War, and to enable the new schemes of railway grouping to effect the economies of which they are capable. Without Government help they cannot be carried out. They probably would pay directly in a few years' time. They certainly would pay indirectly at the moment in setting the wheels of trade turning, and in the future in promoting industrial prosperity.

The case for new and improved underground railways in London is—though the arguments for it are the same—even stronger on the actual immediate facts. The traffic of Greater London has increased 50 per cent. during the War; the facilities remain pre-War. At the recent dinner of the Institute of Transport the President, Lord Ashfield, stated on the authority of actual statistics that the sum of the delays to passengers in public service vehicles, at two congested points alone, amounted to 372 years. To imagine that this congestion can be done away with by any possible process of street widening, at such points as the Mansion House, is to imagine the impossible. Not only would the cost be prohibitive, but if one were to sweep away enough office space to make room for the widening of the streets, the need for the street widening would automatically disappear. The only possible method of relieving congestion in London is improved underground railways, and more of them. But no private undertaking can face the cost. Say that a given piece of work before the War would have cost £100, and that the money could have been raised at 5 per cent. This would have meant an interest burden of £5 per annum. Under present conditions the work would cost £200, and the money would have to be raised at 8 per cent., an interest burden of £16 instead of £5, or more than three times as heavy. Why should we take it for granted that congestion is to be relieved, in the case of above-ground roads, at the cost of the community; but if the road is below ground, wholly at the cost of the individual user?

If we assume that the Government will adopt a

policy on the lines indicated, there will be no difficulty in finding work that can be put in hand at once. In some cases two or three weeks might see men actually engaged on these new undertakings. But years may elapse, if we have to fight out in advance all the political problems involved. Are the electric undertakings to be State owned, municipally owned, privately owned, or ruled by a body representing all three elements? If the Government gives pecuniary assistance to the main line railways, are they to accept further Government control in return, and if so, in what form? As for London railways, it might be argued that any money should be found not by the State, but by Greater London. On the other hand, it would be to workmen in Sheffield and Birmingham and Leeds rather than in London that the orders would go for material and plant and equipment. It is submitted that the need to start work is pressing, and that it is possible to start work while negotiations are pending. What is necessary is that the Government shall specify clearly the amount of assistance they are prepared to give, and the terms on which they will give it; that they shall obtain the approval of their proposals by the House of Commons; and then submit them to the authorities and companies concerned. If the latter accept—and if the offer is *primâ facie* reasonable, it will be a bold corporation or company that ventures to refuse—what in ordinary business life are called "Heads of Agreement" can be drawn up and signed with a minimum of delay. Such formal documents, including probably not a few Acts of Parliament, as may subsequently be required to implement the bargains, can be elaborated at a later stage. There is a growing body of opinion which holds that the Metropolitan settlement should embody the acceptance of the principle that a special contribution towards the cost of London traffic improvements ought to be paid by the landowners of Greater London. Land in the City is valuable because the City is the centre of the whole network of London communications. And land ten or fifteen miles out would still only have agricultural value unless railways existed to carry the suburban residents to and from their places of business. The public ought not to pay either in railway fares or in rates and taxes the whole cost of developing the property of private persons.

Foreign News

FRANCE.—Commercial Legislation.

The "*Règlement Transactionnel pour cause générale de guerre*," which became law in France in July, 1919, but seemingly has only recently been rendered effective, appears to be the object of considerable concern to British banking and trading circles. In framing this law the French Government had in mind the protection of debtors who had got into financial difficulties directly ascribable to the war and naturally legislation to this end could hardly lend itself to criticism. It is, however, submitted by creditors of French firms that the law was not, as is now seemingly the case, intended to apply to transactions concluded after the war; it would appear that numerous instances have recently arisen where French debtors have sought to avail themselves of the protection of this law in respect of engagements of quite recent date. This French law, as it now stands, enables such debtors to avoid their responsibilities and contractual obligations. Application was recently made to the Foreign Office requesting them to make representations to the French Government with a view to obtaining the removal of certain objectionable features in the French law of July 2, 1919, instituting the *Règlement Transactionnel*: it was pointed out, however, by the Foreign Office that there do not appear to be any grounds on which diplomatic representations could be based with any hope of success but "that in the event of the submission to the Board of Trade of any individual case of

hardship due to this enactment, careful consideration would be given to the possibility of approaching the French Government on behalf of the person or firm affected."

POLAND

In comparing the returns of Austro-Polish trade for 1920 and those for the first half of 1921, a visible improvement in the volume of trade between the two countries is apparent from a report published in September of this year by the Polish Ministry of Commerce. Polish imports from Austria for 1920 totalled 2,612 truckloads weighing 19,157,990 kg., those for the first half of 1921 amounting to 2,707 truckloads weighing 24,607,200 kg.; while Polish exports to Austria for 1920 consisted of 2,848 truckloads weighing 35,672,200 kg., and those for the first half of 1921 amounted to 8,549 truckloads weighing 44,461,380 kg. The amount of naphtha and benzine exported by Poland to Austria and included in the above returns amounted to 1,690 cisterns in 1920, and 2,432 cisterns in the first half of 1921.

FINLAND

The latest advices from Finland tend to point to the reintroduction of some modified form of restrictions, the main aim of which will be to frustrate speculation in Finnish marks, by limiting dealings in them to certain approved Banks as was the case before the lifting of the restrictions early this year. Notwithstanding the fixing of an official exchange rate by the Bank of Finland, it would appear from advices received from Finland in London that Finnish marks are being freely dealt in by the officially approved banks without any regard whatever to the rate fixed by the Bank of Finland. It is further stated that in any case the interests of larger firms in the habit of dealing direct with foreign countries or obtaining their own supplies of Finnish marks in the open market will not be affected.

The Directors of the Bank of Finland have requested the Cabinet to submit a Bill raising the note circulation to 1,600,000,000 Finmarks, and authorising the inclusion of three months home bills in the statutory security against notes in circulation.

GREECE

Further Foreign Exchange restrictions would appear to have been introduced in Greece since the promulgation of the Decree of June, 1921, vesting the sole right of dealing in Foreign Exchange in a Consortium of banks. Under the original terms of the above Decree merchants were entitled to import goods into Greece to the value of £500 or equivalent, the Consortium Committee granting the Foreign Exchange required without question: this limit was subsequently reduced to one of £100, but now even this privilege has been withdrawn following upon the discovery that it was being abused in order to introduce foreign goods classed as "unnecessaries" or luxuries.

CZECHO-SLOVAKIA

It is reported by the *Neue Freie Presse* that the concession to create an Anglo-Czech Bank in Prague is to be granted to the Bank of England. The new institution will take over the Czechoslovak branches of the Anglo-Austrian Bank and it is estimated that the capital of the new concern will amount to 200 million Cz.Sl.-Kronen. The inauguration will be timed to coincide with the transfer to London of the head offices of the Anglo-Austrian Bank.

New Issues

The Government of the Commonwealth of Australia offered at 96 a £5,000,000 6 per cent. Loan, 1931-1941, in Registered Stock. Interest is payable 1st March and 1st September, and a coupon for £1 5s. payable 1st March, 1922, will be attached to the scrip. The proceeds of this loan will be used to meet Treasury Bills in

London and to meet Repatriation and other expenditure arising out of the war. Commonwealth of Australia Debentures and Stock issued and payable in London and the interest thereon, the property of persons not domiciled in Australia, are not, and will not be, subject to any taxes, duties or levies in Australia. The stock is a trustee security and the prospectus shows the usual dignified reticence concerning the financial position of the borrower.

Worsnop & Co. Limited, with an authorised capital of £60,000, announced an issue of £20,000 7½ per cent. Seven Year Notes at Par repayable at £102 10s. per cent. on August 1st, 1928. The Company may redeem the Notes by purchase at any time or by drawings at £102 10s. per cent. after July 1, 1923, on three months' notice. Holders will be entitled at any time prior to repayment to exchange any Notes held for fully paid 6½ per cent. cumulative Preference Shares or Ordinary Shares of the Company at par. The prospectus states that the Company has been and is devoting its attention to every requirement for lighting and starting motor cars, also the manufacture of electrical accumulators for submarines, railways, wireless telegraphy, miners' lamps, and other purposes. The information given concerning financial results and position is meagre.

The Exchange Cinema and Restaurant Company (1921), Limited, with a capital of £120,000 divided into 80,000 Cumulative Participating Preference and 40,000 Ordinary Shares of £1, announces an issue of 80,000 10% Preference Shares at par. After the Preference shares have taken 10% and the Ordinary 20% dividends, the Preference holders are entitled to 20% of any balance available for distribution. In case of winding-up they share in surplus assets in the same proportion. The venture is in its infancy and has to prove itself, but seems to have made a good start. The shares cannot expect to enjoy a free market but look like a fair risk for those who are prepared to face the ups and downs of the entertainment business, which depends so especially on good management.

The Pearson & Knowles Coal & Iron Company, Limited, offers at 97 an issue of £1,000,000 7½% First Mortgage Debenture Stock. The Stock will be secured by (a) a Specific First Mortgage upon the Freehold and Leasehold Properties of the Company; (b) a Debenture creating a First Charge upon the Freehold and Leasehold Properties of Rylands Brothers, Limited, and a First Floating Charge upon its undertaking and assets; (c) a First Floating Charge upon the whole of the Undertaking and other Assets including investments in allied Companies. On 15th January, 1926, and on the same date in each succeeding year until the Debenture Stock now offered is redeemed, the Company will pay to the Trustees three per cent. of the total amount of the Stock now offered which will be applied in the purchase of Stock if obtainable below £102 10s. per cent., or in redeeming Stock by drawings at £102 10s. per cent. Any Stock not redeemed before 15th January, 1951, will be paid off on that date at par. The Company has the option to pay off the whole or any part of the Stock outstanding on the 15th January, 1926, or any subsequent date at six months' notice at £102 10s. The value of the properties on which the stock is specifically secured is not shown separately, by the prospectus, so that on this highly important point investors have only guesswork to guide them, though it appears from the figures given that these assets do not correspond in value to the amount of the debenture stock. As is almost inevitable in the case of iron and steel enterprises, profits have fluctuated widely, but on the basis of past performances—shown for ten years—the service of the stock has lately been amply covered, though the profits are given subject to depreciation and taxation.

Applications are invited for 3,000,000 shares of 2/- each at 2/- per share, of the Anglo-Burma Oil Company Limited with authorised capital £500,000 in 5,000,000 shares of 2/-. The Company has acquired oil properties in Burma and Trinidad, which appear to be at too early a stage of development for any but adventurous speculators.

Dividends

ANGELA NITRATE.—Interim dividend of 5 per cent. or 1s. per share.

ANGLO-CHILIAN NITRATE & RAILWAY.—Interim dividend of 1s. per preference share and 1s. per ordinary share, both free of tax.

ANGLO-DUTCH PLANTATIONS.—Final dividend at rate of 5 per cent., making a total of 10 per cent. for the year. New shares receive 1½ per cent., making 2½ per cent. for the year.

ANGLO-EGYPTIAN BANK, LTD.—The directors recommend a divi-

dend of 10s. per share free of income tax, making with the interim dividend 15 per cent. for the year, and a bonus of 2s. 6d. per share; that £4,000 be written off Premises Account, and £51,457 be carried forward. The date of the annual meeting is fixed for November 29, 1921.

BROKEN HILL PROPY.—It has been decided to pass dividend declaration for Nov. qr.

BANK OF MONTREAL.—Dividend of 3 per cent. for quarter ending 31st October, 1921, together with a bonus of 2 per cent. for year ending 31st October, 1921.

CANADIAN BANK OF COMMERCE.—Dividend of 3 per cent. and bonus of 1 per cent. for three months ending Nov. 30.

DEBENTURE SECURITIES INVESTMENT.—Interim divd. at rate of 6%.

INGERSOLL RAND.—Divd. of 2½%.

NATIONAL BANK OF AUSTRALASIA, LTD.—Interim Dividend for past half-year, at the rate of 10 per cent. per annum on both Preference and Ordinary shares.

TRANSVAAL AND DELAGOA BAY INVESTMENT.—Final divd., 3/0 per shr., making 5/0 per shr (25% on increased capital of £277,500).

FIGURES AND PRICES

GOVERNMENT DEBT (in thousands)

	Oct. 22, '21.	Oct. 15, '21.	Oct. 23, '20.
Total deadweight	£ 7,734,000	£ 7,740,461	£ 7,726,611
Treasury Bills	1,119,330	1,151,376	1,076,004
Bank of England Advances	73,750	46,750	59,750
Departmental do.	156,958	159,033	182,514

NOTE.—The highest point of the deadweight debt was reached at Dec. 31, 1919, when it touched 8,033 millions. On March 31 last it was stated in the Budget speech to be 7,573 millions. Of the increase shown since then 102 millions represent a nominal addition, due to a conversion scheme.

GOVERNMENT ACCOUNTS (in thousands)

	Oct. 22, '21.	Oct. 15, '21.	Oct. 23, '20.
Total Revenue from Ap. 1	£ 513,991	£ 488,186	£ 709,762
„ Expenditure „ „	571,700	552,289	607,594
Surplus or Deficit	—57,709	—64,103	+102,168
Customs and Excise ...	182,022	166,501	184,993
Income and Super Tax ...	153,737	150,874	137,277
Stamps	8,236	8,211	14,344
Excess Profits Duties ...	29,714	29,464	123,188
Post Office	26,250	25,250	26,250
Miscellaneous—Special ..	55,317	53,256	175,499

BANK OF ENGLAND RETURNS (in thousands)

	Oct. 27, '21.	Oct. 19, '21.	Oct. 27, '20.
Public Deposits	£ 13,533	£ 14,704	£ 16,420
Other „	161,505	156,809	120,556
Total	175,038	171,603	136,976
Government Securities	87,576	79,716	64,517
Other „	82,203	86,416	76,061
Total	169,779	166,132	140,578
Circulation	123,916	123,684	127,588
Do. less notes in currency res.	104,466	104,234	108,838
Coin and Bullion	128,414	128,417	123,199
Reserve	22,947	23,183	14,060
Proportion	13.1%	13.5%	10.4%

CURRENCY NOTES (in thousands)

	Oct. 27, '21.	Oct. 19, '21.	Oct. 27, '20.
Total outstanding	£ 311,575	£ 310,754	£ 355,872
Called in but not cancelld.	1,838	1,850	3,075
Gold backing	28,500	28,500	28,500
B. of E. note	19,450	19,450	18,750
Total fiduciary issue ...	261,787	260,954	305,447

NOTE.—The maximum fiduciary issue for 1921 has been officially “fixed” at £317,555,200.

BANKERS' CLEARING RETURNS (in thousands)

	Oct. 26, '21.	Oct. 19, '21.	Oct. 27, '20.
Town	£ 602,870	£ 539,816	£ 574,270
Metropolitan	29,638	32,129	37,795
Country	52,923	60,095	71,853
Total	685,431	632,040	683,918
Year to date	28,679,469	27,994,038	32,396,558

MONEY RATES

	Oct. 27, '21.	Oct. 20, '21.	Oct. 27, '20.
Bank Rate	% 5	% 5½	% 7
Do. Federal Reserve N.Y.	5½	5	7
3 Months' Bank Bills ...	3½-4	3½	6½
6 Months' Bank Bills ...	3½-4	4½	6½
Weekly Loans	3½-4	4	5½

FOREIGN EXCHANGES

(Telegraphic Transfers.)

	Oct. 27, '21.	Oct. 20, '21.	Oct. 28, '20.
NORTH AMERICAN			
New York, \$ to £	3.93½	3.92½	3.46½
Do., 1 month forward	3.93½	3.93½	—
Montreal, \$ to £	4.28½	4.29½	3.83½
Mexico, d. to \$	33d.	2/9	—

SOUTH AMERICAN

B. Aires, d. to \$	44½d.	44½d.	55½d.
Rio de Jan., d. to milrs	7½d.	7½d.	12½d.
Valparaiso, \$ to £	34	34	—
Montevideo, d. to \$...	40½	41½	56½d.
Lima, per Peru £	12% prem.	10% prem.	—

EUROPEAN

Paris, fcs. to £	54.10	54.40	54.63½
Do., 1 month forwrd....	54.10	54.40	—
Berlin, marks to £ ...	686	607	261½
Brussels, fcs. to £ ...	55.20	55.35	51.69½
Amsterdam, fl. to £ ...	11.55	11.56	11.39½
Switzerland, fcs. to £ ...	21.60	21.40	22.03½
Stockholm, kr. to £ ...	17.09	16.97	17.95
Christiania, kr. to £ ...	29.90	30.70	25.72½
Copenhagen, kr. to £ ...	20.50	20.50	25.37½
Helsingfors, mks. to £ ...	252	250	149½
Italy, lire to £	100	99½	92.87½
Madrid, pesetas to £ ...	29.64	29.90	24.97½
Greece, drachma to £ ...	89½	90½	36.00
Lisbon, escudo d.....	5½d.	5½d.	9½d.
Vienna, kr. to £	7.800	6500	1,075
Prague, kr. to £	380	362	290
Bucharest, lei to £ ...	573	535	210
Belgrade, dinars to £ ...	260	265	—
Sofia, leva to £	530	525	—
Warsaw, marks to £ ...	18.000	17,000	1,055
Constantinople, piastres to £	840	740	—

EASTERN

Alexandria, piastres to £	97½	97½	97½
Bombay, d. to rupee ...	16½d.	16½d.	47d.
Calcutta, d. to rupee ...	32½d.	33d.	63d.
Hongkong, d. to rupee ...	46d.	46d.	27½d.
Shanghai d. to tael ...	27½d.	27½d.	35½d.
Singapore, d. to \$...	29½d.	29½d.	19 27/32d.
Yokohama, d. to yen ...	—	—	—

PRICES OF COMMODITIES.

METALS, MINERALS, ETC.

	Oct. 27, '21.	Oct. 20, '21.	Oct. 27, '20.
Gold, per fine oz.	104s. 2d.	105/7	118s. 2d.
Silver, per oz.	39½d.	40½d.	52½d.
Iron, Scotch pig No. 1 per ton	£7	£7.10.0	£11.5.0
Steel rails, heavy „	£11	£16.0.0	£25
Copper, Standard „	£65.7.6	£66.5.0	£89.17.6
Tin, Straits „	£159	£156.17.6	£251.10.0
Lead, soft foreign „	£24.2.6	£23.15.0	£36.2.6
Spelter „	£25.15.0	£26.7.6	£39.10.0
Coal, best Admiralty „	28s. 6d.	29/-	Nominal.

CHEMICALS, OILS, TEXTILES, ETC.

Nitrate of Soda, per ton	£14.13.9	£14.13.9	£23.17.6
Indigo, Bengal per lb.	11s. 6d.	11/6	15s. 6d.
Linseed Oil, spot p. ton	£29	£26.0.0	£71
Linseed. La Plata, shipment per ton	£15	£14.0.0	£31.15.0
Palm Oil, Benin, spot per ton	£31.10.0	£31.10.0	£51.10.0
Petroleum, water white, per gallon	1s. 5d.	1/5	2s. 4½d.

Rubber, Standard Crepe			
per lb.	10½d.	9½d.	1s. 3½d.
Cotton, fully middling,			
American per lb.	13.01d.	12.29d.	18.69d
Cotton, Egyptian, FGF.			
Sakel per lb.	24.50d.	22.50d.	43.00d
Hemp, New Zealand,			
spot per ton	£42.10.0	£42.10.0	£5
Jute, first marks „ No.	£29.10.0	£33.10.0	£5
Wool, Australian, med.			
greasy per lb.	1s. 6d.	1/6	3s. 0d
Leather, sole bends			
12/14 lbs. per lb.	3s. 4d.	3/4d.	3s. 8d.

FOOD.

Wheat, English Gaz.			
Avg. per 480 lbs.	47s. 7d.	52/3	90s. 8d.
Wheat, No. 2 Red			
Winter N.Y. p. bush.	116½c.	114-c.	237c.

UNEMPLOYMENT

	Oct. 14,	Oct. 7,	Nov. 26
	1921.	1921.	1920.
Men	1,073,300	1,057,800	378,284
Women	221,300	225,400	103,420
Juveniles	90,200	91,800	42,704
Total	1,384,800	1,375,000	524,408

NOTE.—In addition to those on the "live" register of the Labour Exchange, 396,111 persons who are wholly unemployed have exhausted their Unemployment Insurance and have not maintained their registrations for employment. On October 7 the number of such persons whose benefit was exhausted and who had maintained their registrations was 183,997, the number of short-time workers in the same category being 45,455.

COAL OUTPUT

Week ending :	Oct. 15,	Oct. 8,	Oct. 16,
	1921.	1921.	1920.
	tons.	tons.	tons.
	4,237,600	4,287,900	4,611,600
Year to Date	117,702,600	—	189,060,70

IRON AND STEEL OUTPUT

	1921.	1921.	1920.
	Sept.	Aug.	Sept.
	tons.	tons.	tons.
Pig Iron	158,300	94,200	741,000
Do., nine months	1,829,100	—	6,005,700
	1921.	1921.	1920.
	Sept.	Aug.	Sept.
	tons.	tons.	tons.
Steel Ingots and Casting	429,300	434,100	884,700
Do., nine months	2,395,600	—	6,792,300

SECURITY PRICES.

BRIT & COLONIAL GOVT

	Oct. 27, '21.	Oct. 20	Oct. 28,
		1921.	1920.
Consols	48½	48½	44½
War Loan 3½% ...	90	89½	81½
Do. 4½% ...	81	82½	76xD
Do. 5% ...	87½	89½	82½xD
Do. 4% ...	97½	96½	94½
Funding 4% ...	71½	72½	67½
Victory 4% ...	78	76½	73½
Local Loans 3% ...	52½	52½	50
Conversion 3½% ...	62½	62½	—
Irish Land 2½% ...	49	49	45
Bank of England ...	184	184	168½
India 3½% ...	57½	57½	53½
Liverpool 6% ...	101½	101½	99½
Birmingham 6% ...	102½	103	98½

FOREIGN STOCKS

Argentine 5% ...	93½	94½	90
Belgian 3% ...	60½	61½	57½
Brazil 5% ...	61½	71	72
Chilian 4½% ...	79	80	74
Chinese 5% '96	84½	83	75½
Egyptian 4% ...	67½	67½	65
French 4% ...	29	28	37½
German 3% ...	3½	3½	5½
Greek 4% ...	30	30	40½
Italian 3½% ...	21	22	22½
Japanese 4½% (1st)	108½	107	107½
" 4% (1905)	89	89	82½
Mexican 1899 ...	60½	62	58
Peruvian Corp. Pref.	15½	15	26
Russian 5% ...	6½	6½	22½
Spanish 4% ...	70	71	85½

HOME RAILS

Gt. Central Pref. ...	7½	7½	11
Gt. Eastern ...	25½	26	30½
Gt. Northern Def. ...	22½	23½	28½
Gt. Western ...	63½	63½	77
Lancs and Yorks ...	45	44½	54
Lond. Brighton Def.	35½	36	44

Lond. Chatham ...	5½	5½	7½
L. & N.W. ...	65½	65½	77
L. & S.W. Def. ...	16½	16½	21½
Metropolitan ...	23	23½	21½
Do. District	16	16½	18
Midland Def. ...	37½	38	50
North Brit. Def. ...	9½	9½	12
North Eastern ...	67	68	78½
South Eastern Def.	20	19½	29

FOREIGN & COLONIAL RLYS.

Antofagasta ...	41	41	63½
Argentine N.E. ...	12	13	23½
B.A. Gt. Southern	49½	51	68½
Do. Pacific ...	29	30	54
Do. Western ...	49½	50½	69xD
Canadian Pacific	140½	142	178
Central Argentine	46½	46½	63½
" Uruguay	34	34	58xD
Cordoba Central ...	8	9	16½
Entre Rios ...	10	12	27
Grand Trunk ...	1½	1½	4½
Do. 3rd Pref.	4	4	12
Gt. Western Brazil	1½	1½	3½
Leopoldina ...	16	17	32
Mexican ...	12½	13	18
San Paulo ...	87	91½xD	131½
United of Havana	42	44	75½

INDUSTRIALS, ETC.

Armstrong ...	16/0	15/6	23/3
Ass. Portland Cement	11/6	13/0	26/3
B.S.A. ...	7/3	7/0	20/0
Borax Def. ...	30/0	30/9	34/6
Brit.-Amer. Tobacco	62/0	61/3	3½
Brunner Mond ...	20/9	21/0	34/0
Coats ...	45/9	2 9/32	2½
Courtauld ...	30/6	32/10½	7½
Dorman Long ...	15/6	15/9	24/6
Dunlop ...	7/0	6/3	28/9
General Electric ...	15/0	16/0	26/0
Hudsons Bay ...	5½	5½	6½
Imp. Tobacco ...	47/9	47/9	50/0
Lister ...	15/3	15/0	27/6
Lyons ...	2½	2 21/32	4½
Marconi ...	1½	1½	3½
Maypole Def. ...	6/6	6/3	10/3
United Alkali ...	12/6	12/6	1½
United Steel ...	9/9	9/6	17/0
Vickers ...	11/3	10/4½	23/0

SHIPPING.

Cunard ...	16/0	16/6	25/0
Furness Withy ...	21/0	23/0	29/0
P. & O. Def. ...	335	340	430
Royal Mail ...	80	82	103½xD

RUBBER

Anglo-Malay ...	18/0	18/9	33/9
Cicely ...	4/1½	4/0	9/6
Linggi ...	1½	22/6	46/0
Rubber Trust ...	12/6	12/3	23/3
Sialang ...	16/3	17/6	46/3
Vallambrosa ...	11/0	11/0	18/0

OIL

Anglo-Persian 2nd Pref.	21/9	22/0	—
Burmah ...	5½	5½	8½
Kern River ...	20/6	20/0	29/3
Lobitos ...	3½	3½	4½
Mexican Eagle ...	3 11/32	3 3/32	12 7/32
North Caucasian ...	11/3	—	1½
Royal Dutch ...	34½	32½	64½
Shell ...	4½	4 9/32	7½

Company Meeting

BUENOS AYRES AND PACIFIC RAILWAY

STRONG PLEA FOR INCREASED TARIFFS.

THE ORDINARY GENERAL MEETING of the above company was held on the 25th inst. at Winchester House, Old Broad Street, E.C. Viscount St. Davids, P.C. (Chairman) presided. He said the report was an extremely bad one—of that there was no doubt. The only merit he could claim, as a director of the company, was that he gave the shareholders fair warning last November, when most people thought that the prospects were bright. Three main factors in recent years had unfavourably altered the prospects of the company—fuel, the decrease in agriculture, and the great rise in wages. Last year fuel was costing the company famine prices, but to-day it was much cheaper. After amplifying this, he said that during the present year they ought to economise on fuel and stores to the extent of about half a million compared with last year, and next year they would have cheap fuel for the whole of the year, but the saving would not,

he thought, be so great as half a million. Speaking of the decrease in agriculture, he observed that cattle ranches—which in some parts had replaced the cultivation of grain—were no good to the railways. They now noted a tendency in the other direction, and for the first time in many years they had this year 4 per cent. more under agriculture—and perhaps that percentage would prove higher. As to the cost of labour, there was no sign of diminution. Since 1917 the cost of labour to their company had gone up by £1,700,000—a prodigious charge. Without an increase in rates it was obviously impossible for any company to meet such a charge. Referring to tariffs, he said under the "Mitré Law" the railways were allowed to earn 6.8 per cent. on its capital—that was to say, on the whole of the capital, Debt, Preference, and Ordinary. If their company earned 6.8 per cent. on their capital they would be earning 12 to 14 per cent. on the Ordinary. Before there could be any increase in tariffs the law provided that the Government must approve of the increases as being just and reasonable. Last summer the position was unsatisfactory. They and other railways were levying certain rates, as was believed they had the right to levy, but grave doubts were raised by the Government. He (the Chairman), therefore, went out, with the result that when he left the country he believed the whole matter was settled. But on reaching Lisbon he received a cablegram that the decision of the Director-General of Railways had been repudiated by the Government, and that he (this official) had no authority to act for the Government. Whether legal or illegal—and he believed many of the increases were legal—they were ordered by the Government to withdraw them at once by *force majeure*. Their representatives had withdrawn all those increases sanctioned last August by the Director-General of Railways. As to the current year, crop prospects were most satisfactory. But they had the great increase in wages, and the prospect of further increases in six months' time. Unless there were an increase in tariffs it would be impossible for the company—good or bad crops—to present a satisfactory report for the current year. He felt the Argentine Government had been misled by the apparently good results of the previous year. Further, he would remind them of the immense services rendered to the country by the railways. What would be the result to the country if the railways were impoverished? The stock of the company was held by a large number of small capitalists. Their stock was now quoted at about 30—a tell-tale figure, evidencing that they were not sucking the country dry. The credit of the Argentine railways was the credit of the Government, and it was to their advantage that the company's credit should be high. This question of the tariffs should be settled equitably and justly—and at once. He appealed to the Government to give him that justice, and to give it him soon. The report was unanimously carried.

Company Meeting

BUENOS AYRES WESTERN RAILWAY

THE THIRTY-SECOND ORDINARY GENERAL MEETING of the Buenos Ayres Western Railway, Ltd., was held on the 24th at River Plate House, E.C., Sir Henry Bell, Bart. (the Chairman), presiding.

The Chairman, in moving the adoption of the report and accounts, said that twelve months ago, when they were considering a report which was a record in the history of the company, they little expected that the ensuing financial year would prove to be the worst in the company's history. There had been no such natural drawbacks as bad crops due to locusts, droughts, or floods, but they had been seriously affected by events quite outside their own or anyone else's experience. There had been sudden and severe variations in exchange which had affected trade all over the world, but the principal reason for the bad showing was that they had been impeded in their efforts to secure promptly rates which would enable them to earn the profits to which they were entitled under Law 5,315—the Mitré Law—or even to cover the cost of the services rendered to the public in Argentina. Thus they could only show the miserable result that, after taking into net revenue £500,000 from reserve and the balance brought forward, they could pay but 4 per cent., carrying forward £37,973.

Proceeding, the Chairman explained the bearing of the Mitré Law, which, he pointed out, had been granted the companies in return for a valuable consideration on the powers of the railways to adjust their tariffs to meet circumstances, and also the bearing of the attitude now being adopted by the authorities in the Argentine. The Government in the matter of tariffs had assumed the position of both plaintiff and Judge, and had awarded the penalty that the railway companies should refund all the increased rates, and pay a fine of \$60,000. All the increased rates had been withdrawn temporarily, but the company had given notice that certain of them would be collected as from November 1 next, and the board were taking proceedings in the courts with regard to the fine.

It had been urged that, instead of applying for increased rates, the railways should search for means to reduce working expenses. That comment might be of value if the companies were supported in their efforts to effect economies, though he felt sure that a reaction against the constant additions to the expenses of the railways would shortly set in, while it was clear that the recent refusals to allow adequate rates would have the most hurtful effect, not only on the companies, but on many

thousands of railway employés. It must soon be evident to the Argentine authorities and the people, too, that they were killing the goose that laid the golden eggs. In the seven years following the passing of the Mitré Law in 1907 the mileage of railways built in the Argentine with British capital had risen from 10,063 to 15,594 miles, but in recent years not a single concession for further extensions had been asked for by any of the British-owned lines, and their experience would be a warning to all other nations. Still, though the past year had been cheerless, they could look forward to better times, even if not in the immediate future. The report was adopted.

Company Meeting

ANGLO-SOUTH AMERICAN BANK

THE THIRTY-THIRD ANNUAL GENERAL MEETING of the Anglo-South American Bank, Ltd., was held on the 25th inst. at Winchester House, E.C., Mr. Robert John Hose, the Chairman, presiding.

The Chairman, in the course of his address, said that the past year had been one of reaction in commodities and securities, but although something had been done towards restoring the general level of prices nearer to that existing before the war, the movement had not been entirely healthy. Wholesale prices of commodities had fallen sharply, with some effect upon cost of production here and abroad, but the fall in retail prices had been comparatively slight, and the reduction in cost of living was small compared with the fall in wholesale prices. Consequently it had been impossible equitably to reduce wages to any great extent, but something had been done in this direction, amongst others, to cheapen production, which must tend to benefit labour and capital, producer and consumer.

The other side of the problem, almost as important, was the impoverished condition of most of the countries which a few years ago ranked amongst our principal customers. So long as the policy of monetary inflation was adhered to, there seemed to be little hope of a real recovery in trade.

Like other countries Argentina had suffered from the effect of deflation in values. Exports of foodstuffs had fallen off considerably, and values had been adjusted to the lower prices ruling, but the contraction in trade had been less apparent on the import side. Money at present was cheap there, owing to the large sums awaiting remittance abroad at better exchange rates, principally to New York, and in a lesser degree to London. In regard to cereals the outlook was somewhat obscure, but it might be hoped that Argentina might be able to dispose of her wheat and maize at favourable prices, even though this should be less remunerative than at one time seemed probable. The fall in the price of livestock apparent towards the end of last year had steadily continued. Sugar harvesting and crushing began in May under excellent conditions, but the recent severe frosts had done some damage, and an appreciable shrinkage in the estimated yield was now expected, one authority foreshadowing a maximum crop of only 160,000 tons, against 198,100 tons in 1920, 291,400 tons in 1919, and 126,800 tons in 1918. Exports of wool this season compared favourably with those of the previous year. The Republic held fourth place amongst the wine-growing regions of the world, and there was now an excess supply in the country, causing the fall in prices which set in late in 1920 still to continue. Exports of butter in 1920 were practically the same as in the two preceding years; and quebracho extract exported in January-August was 75,690 metric tons, against 87,084 in the corresponding period. Steady progress was reported from the State Petroleum field at Comodoro Rivadavia, and the output was increasing.

The decline in the prosperity of Uruguay had continued during the year at an accelerated pace, with the result that the favourable trade balance had entirely disappeared and an adverse balance had taken its place. Chile, primarily an exporter of raw materials, had naturally experienced a financial set-back through world markets being dislocated and industry marking time. The country suffered also from over-importation and exchange depreciation.

Having dealt briefly with the conditions in France, Spain, and the U.S.A., the Chairman said that during the year the Anglo-South American holding in the British Bank of South America, Ltd., had been slightly increased, and was now 99½ per cent. The working of the British Bank in 1920 was entirely satisfactory, the profit being approximately the same as in 1919, and the dividend being maintained at 15 per cent. They now held 479,496 £1 shares in a total capital of £500,000 of the Commercial Bank of Spanish America, which for the year ended on June 30 last made a net profit of £86,863, as against £48,858. After paying a dividend of 7 per cent. as formerly, part of the surplus was employed in writing down capital to present values, and a small sum was added to the reserve fund. The gross profit of the Anglo-South American Bank had diminished by £88,000, while the expenses had increased by £234,000, the net profit falling from £1,024,156 to £743,175. Rates of exchange now ruling in the South American markets were about the lowest touched during the past financial year. It was a striking fact that the Government in the past year had received from them in income tax, corporation tax, and excess profits duty a sum largely exceeding the amount that was being paid to the shareholders by way of dividend.

The report and accounts were unanimously adopted, and the usual formal business was transacted.

THE LIST OF APPLICATIONS FOR PURCHASE WILL CLOSE ON OR BEFORE 3RD NOVEMBER, 1921.

Application will be made to the Committee of the Stock Exchange for permission to deal in the Shares now offered for sale.

**OFFER FOR SALE BY
THE ASSOCIATED BRITISH COMMERCE AND INDUSTRY, Ltd.
GRESHAM HOUSE, LONDON, E.C.,**

**3,000,000 Shares of 2/- each at the price of 2/- per Share
OF THE
ANGLO-BURMA OIL COMPANY LIMITED**

payable as follows:—

	6d.	per Share on Application.
	6d.	" " Acceptance.
1s.	0d.	" " 1 Month after Acceptance.
2s.	0d.	

LONDON COUNTY, WESTMINSTER AND PARR'S BANK, LIMITED, 4, BARTHOLOMEW LANE, E.C. 2, Head Office—41, LOTHBURY, E.C. 2, AND BRANCHES, are prepared to receive applications for purchase of the above Shares on behalf of and as Bankers for **THE ASSOCIATED BRITISH COMMERCE AND INDUSTRY, LIMITED, who have subscribed for the Shares at par.**

The Subscribers have already paid to the Company the Sum of £100,000 in respect of the Shares. The Directors of the Anglo-Burma Oil Co., Ltd., and their friends are purchasing and have paid for 600,000 of the Shares and the Subscribers have procured underwriting for 2,400,000 Shares.

ANGLO-BURMA OIL COMPANY, LIMITED

(Incorporated under the Companies (Consolidation) Act 1908.)

CAPITAL AUTHORISED £500,000, DIVIDED INTO 5,000,000 SHARES OF 2/- EACH.

CAPITAL Issued for Cash	-	-	-	£20,007 in	200,070 Shares of 2/- each
To the Vendors of the Company's properties credited as fully paid	-	-	-	£100,000 in	1,000,000 Shares of 2/- each
Present Offer	-	-	-	£300,000 in	3,000,000 Shares of 2/- each
Unissued	-	-	-	£79,993 in	799,930 Shares of 2/- each

DIRECTORS:

THE RT. HON. THE EARL OF CARRICK, D.L., J.P., 9, Little Stanhope Street, Mayfair, *Chairman*. (Chairman, Emba Caspian Oil Company, Ltd., Director, Russian General Oil Corporation, Ltd., etc., etc.)
CHARLES CHANTREY INCHBALD, Esq., 64, Old Broad Street, E.C.2, *Deputy-Chairman*. (Directeur, Banque Russo-Asiatique.)

JOSHUA BOWER, Esq., "The roft," Cricklade, Somerford Keynes, Wiltshire.

SIR WILLIAM H. CRUNDALL, J.P., (William Crundall & Co., Timber Merchants), 16 St. Helens Place, E.C.3.

ARTHUR B. DUIGENAN, Esq., Woodlands, Burchetts Green, Berks. (Managing Director, A. B. Duigenan, Ltd., Grosvenor House, Calcutta.) (Chairman, Peaces Slipway & Engineering Works, Ltd., 28, Garden Reach Calcutta.)

REAR ADMIRAL PHILIP W. DUMAS, C.B., C.V.O., Cranfield House, Harefield, Middlesex. (Secretary, Royal Commission on Oil Fuel 1912-13.) (Director, Benzol & By-Products, Ltd.)

CHARLES E. F. DUMAS, Esq., M.C., 11, Hyde Park Terrace, W.2.

SIR HENRY C. LOWTHER, G.C.V.O., K.C.M.G., Stockton Lodge, Fleet, Hants. (Director, Rio de Janeiro City Improvements Coy., Ltd.)

COL. SIR ROBERT DRUMMOND MONCREIFFE, Bart., C.M.G., V.D., [T.D., A.D.C.] Moncreiffe House, Bridge of Earn, Perthshire, N.B. (Director, Scottish Equitable Life Assurance Society.)

HUBERT G. PALMER, Esq. (Dent, Palmer & Co.), Gresham House, Old Broad Street, E.C.2.

LT.-COL. CHARLES M. C. RUDKIN, D.S.O., 15, Old Square, Lincoln's Inn, W.C.

FRANK A. M. VINCENT, Esq., C.I.E., M.V.O., 9, Glyn Mansions, Kensington, W.14. (Indian Imperial Police Service, Retired.)

SECRETARY AND REGISTERED OFFICES:

H. EVERS, F.C.I.S., 6, Throgmorton Street, London, E.C.2.

BANKERS:

LONDON COUNTY, WESTMINSTER AND PARR'S BANK, LIMITED, 4, Bartholomew Lane, London, E.C.2.

SOLICITORS TO THE OFFER:

GILBERT SAMUEL & CO., 5 and 6, Great Winchester Street, London, E.C.2.

SOLICITORS TO THE COMPANY:

BIRCHAM & CO., 46, Parliament Street, S.W.1, and Winchester House, Old Broad Street, London, E.C.2.

BROKERS:

GOVETT, SONS & CO., 6, Throgmorton Street, and Stock Exchange, London.

SHAW & CO., 13, Copthall Avenue, and Stock Exchange, London.

STEWART & FITZ-HERBERT, 34, Anglesea Street, and Stock Exchange, Dublin.

AUDITORS:

DELOITTE, PLENDER, GRIFFITHS & CO., Chartered Accountants, 5, London Wall Buildings, London, E.C.2.

CONSULTING GEOLOGISTS:

E. H. CUNNINGHAM CRAIG, Esq., B.A., F.R.S.E., F.G.S., M.I.P.T., 8, Princes Street, Westminster (except for India and Burma).

A. BEEBY THOMPSON & PARTNERS, 19, St. Swithin's Lane, London, E.C. (for India and Burma only).

Applications for purchase must be lodged with London County Westminster and Parr's Bank, Limited, 4, Bartholomew Lane, London, E.C.2, Head Office—41, Lothbury, E.C.2, or Branches, together with the amount payable on application.

If any application be not accepted in respect of the full number of the Shares applied for, the surplus amount paid on application will be appropriated towards the amount payable on acceptance, and any balance will be returned to the applicant; and if any application be not accepted the deposit will be returned in full. Failure to pay the balance when due on acceptance will render the amount paid on application liable to forfeiture, and the contract for sale to cancellation.

Interest at the rate of 10 per cent. per annum will be charged on overdue instalments.

A Brokerage of one and one-quarter per cent. will be paid on acceptances made in respect of public applications bearing the stamp of a broker, banker, or duly accredited agent.

The Associated British Commerce and Industry, Limited, will procure that all Shares applied for and accepted hereunder will be allotted direct to the applicants by the Company and the names of such applicants will be entered in the Company's Register of Members as the holders of the Shares.

Copy of the Memorandum and Articles of Association of the Anglo-Burma Oil Company, Ltd., and the Agreement under which the Associated British Commerce and Industry, Limited, subscribes for the Shares now offered for sale, and acquires the right to take up further Shares, can be seen at the offices of Messrs. Gilbert Samuel and Co., Solicitors to the Offer, 5 and 6, Great Winchester Street, London, E.C.2, on any day during business hours prior to the closing of the lists.

The price to be paid by the Associated British Commerce and Industry, Limited, to Anglo-Burma Oil Company, Limited, is 2s. per share in respect of 3,000,000 Shares, the former Company receiving a commission of 14 per cent. on the nominal amount of the shares subscribed in respect of such subscription. The Associated British Commerce and Industry, Limited, also acquires the option to subscribe for at par the 799,930 unissued Shares of the present capital or any part thereof at any time during the next nine months, and the right of pre-emption at par during the further period of fifteen months from the expiration of such nine months of any shares not called under such option. The Associated British Commerce and Industry, Limited, has entered into a number of underwriting contracts paying an underwriting commission of 5 per cent. and an overriding commission of 2½ per cent. on the nominal amounts of the shares underwritten, and is also paying all other expenses in connection with this offer.

London, 27th October, 1921.

Copies of the Offer for Sale can be obtained from the Bankers, Brokers, and the Issuing House.